

PHOTOGRAPHIC INTERPRETATION MEMORANDUM



REPAIR ACTIVITY  
HAIPHONG PORT,  
NORTH VIETNAM

NPIC/R-101/68  
SEPTEMBER 1968

Declass Review, NIMA/DoD

GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
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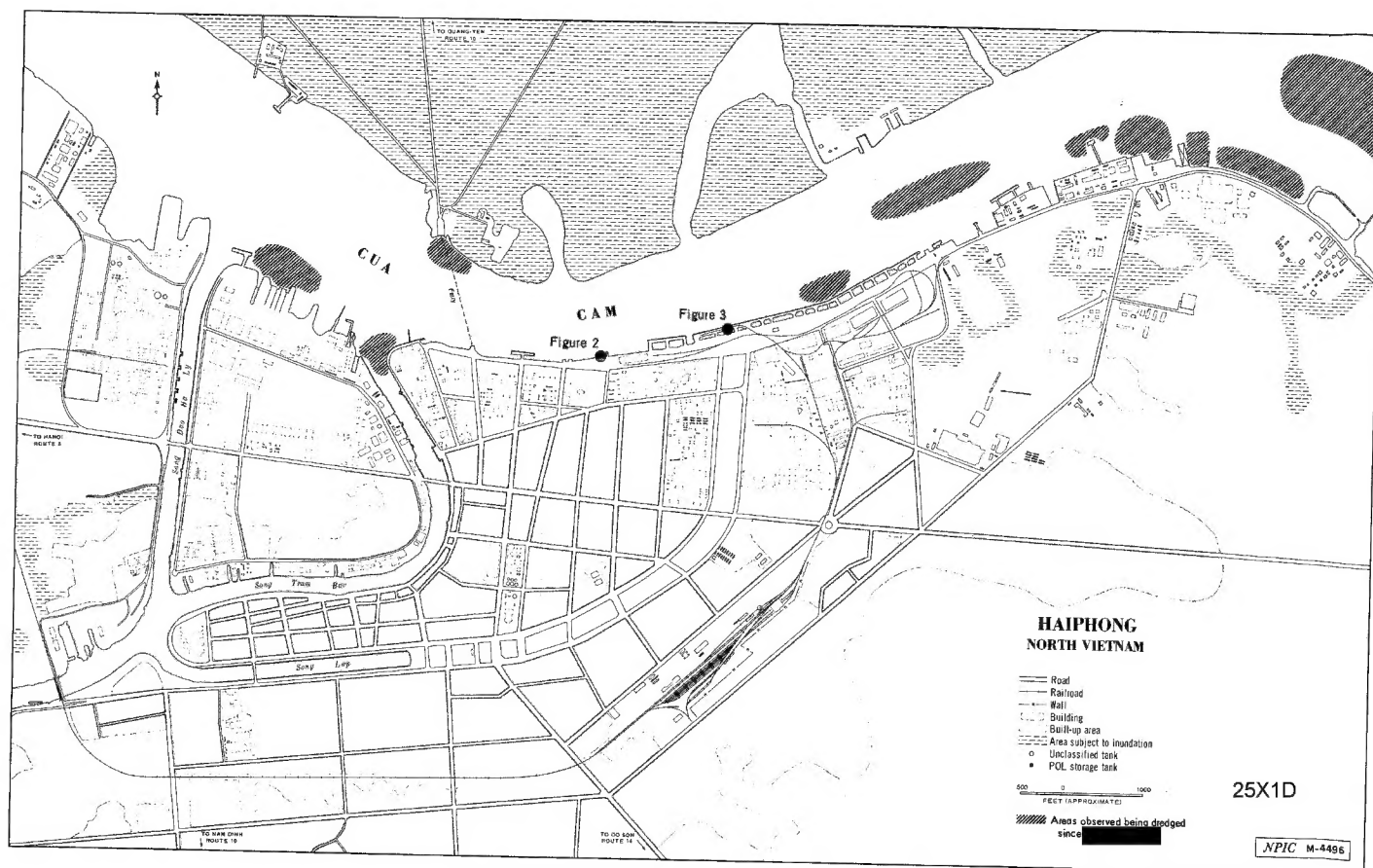


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REPAIR ACTIVITY, HAIPHONG PORT, NORTH VIETNAM

Systematic repairs and expansion that include dredging, continued construction of a new quay, and replanking have been observed at Haiphong Port since the bombing restriction of 31 March 1968.

Important maintenance activity currently taking place in the port area is the dredging of the Cua Cam (Figure 1) and the Maritime Channel, which provides access to the Gulf of Tonkin. The large [redacted] suction dredge, the "1954" and "1957" bucket dredges, and numerous small suction dredges have been observed operating extensively throughout the area since 31 March 1968.

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The most significant construction activity in the port is the new quay extension to the Chamber of Commerce Wharf (Figure 2). When complete, this quay will be able to accommodate at least two merchant ships, bringing the total berthing space available at the port to approximately 13 ships. Numerous vessels have been observed off-loading their deck cargo directly onto lighters in the channel, because all available berthing spaces were in use.

Extensive repair work and replacing of planking has been observed at several locations on the Chamber of Commerce Wharf (Figure 3). This repair activity apparently has not presented significant obstruction to the off-loading of ships in port, since the turn-around time has decreased in recent months. A rail spur has been removed from the Chamber of Commerce Wharf and there are no indications that it will be replaced at the present time. There are still several areas of deteriorated planking along the port which are in need of repair.

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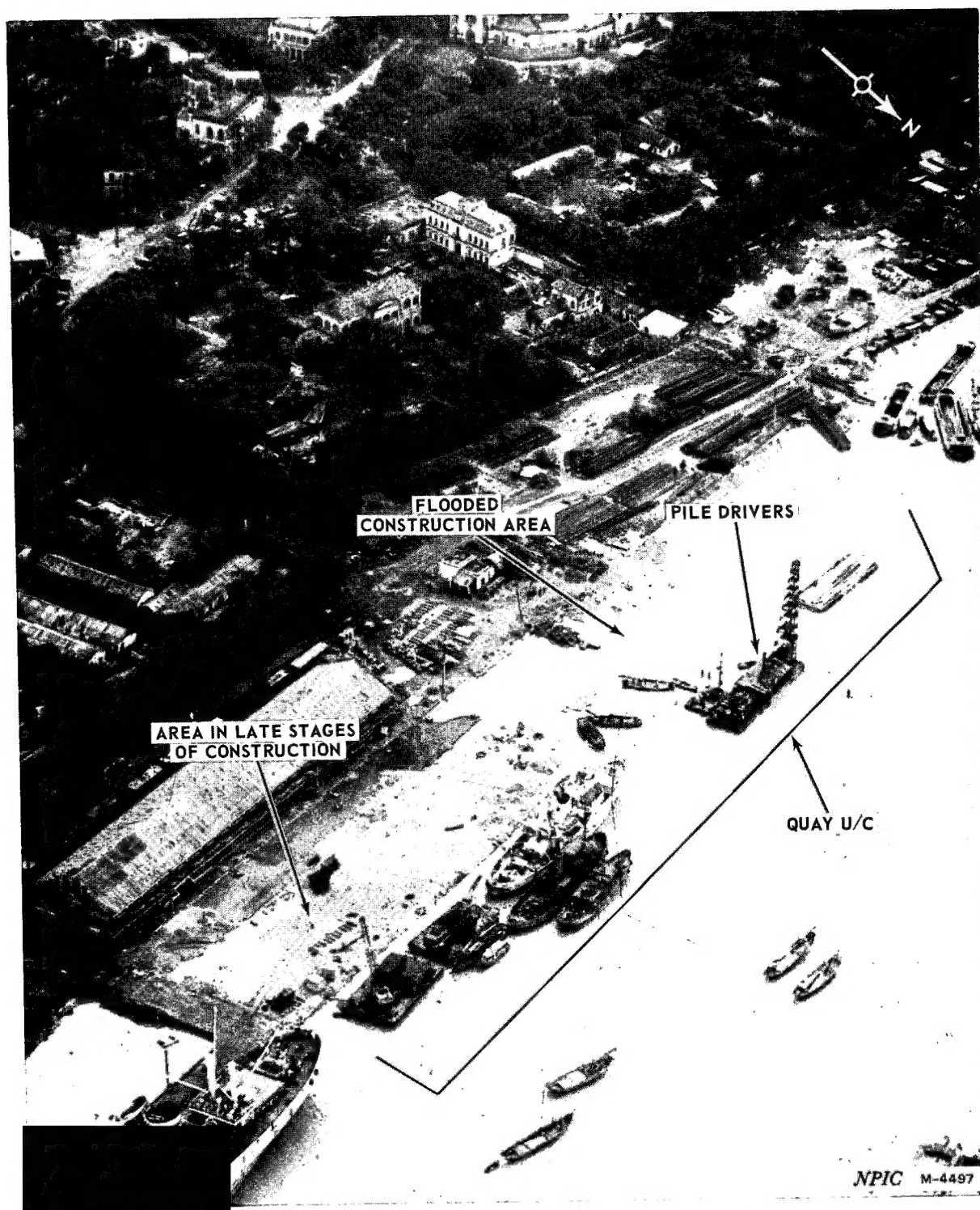


FIGURE 2. NEW QUAY CONSTRUCTION, CHAMBER OF COMMERCE WHARF, HAIPHONG.

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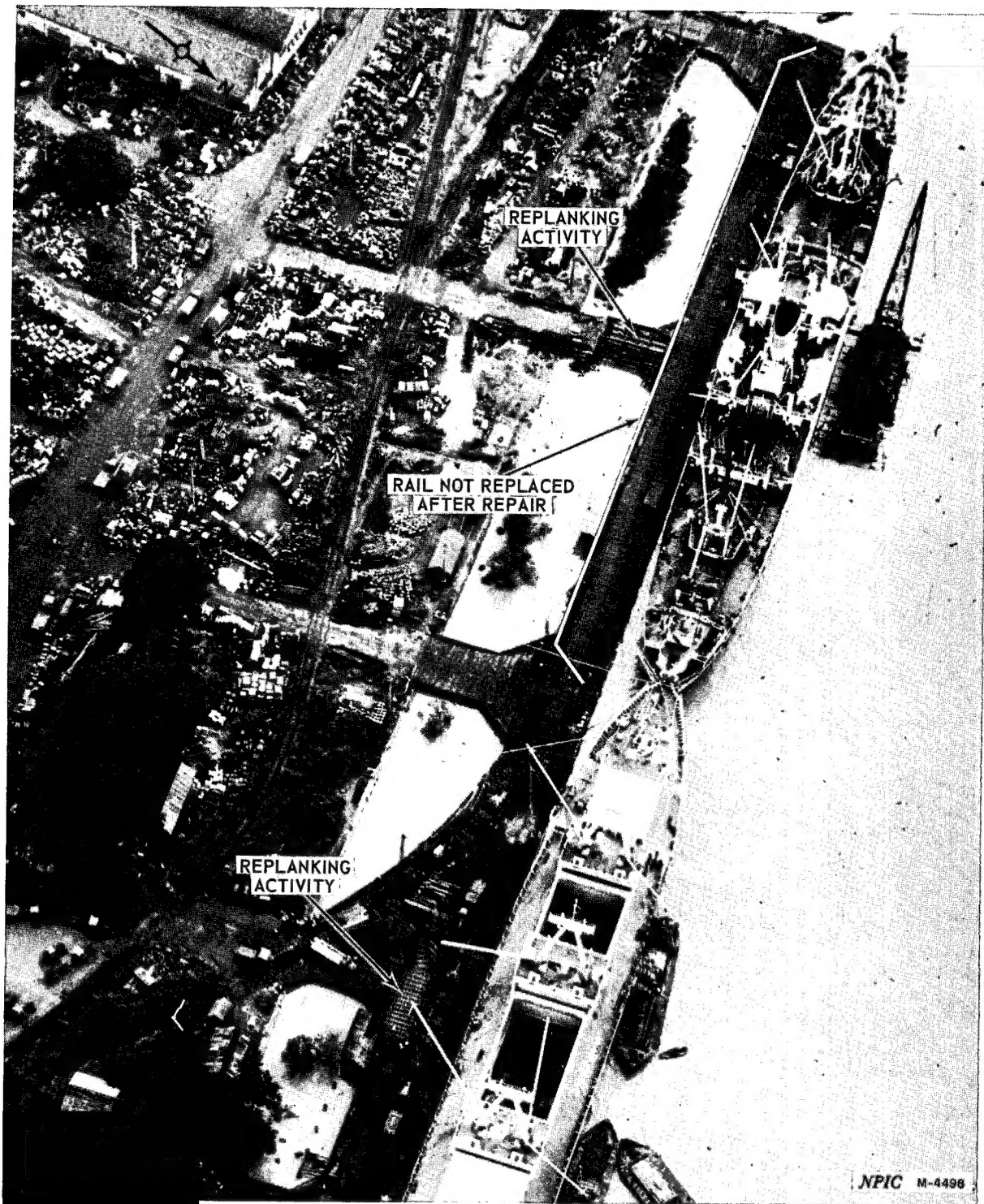


FIGURE 3. REPAIR ACTIVITY, CHAMBER OF COMMERCE WHARF, HAIPHONG.

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